

S E C R E T

OSA-2287-69

12 August 1969

MEMORANDUM FOR THE RECORD

SUBJECT: Reduction of Technical Representatives in the Life Support Area at Detachment G

In view of the proposed reduction of [] and one (1) David Clark Technical Representative in the Life Support Equipment Shop at Detachment G, the following is submitted for your consideration.

25X1

1. As the newly assigned Life Support Officer at Headquarters, it is physically impossible in a period of only twenty (20) days for one to accurately evaluate the requirements and the impact on the mission of a reduction in personnel at Detachment G. It would be premature for the undersigned to agree with a reduction in such a short span of time. Briefings from Life Support personnel during the week of 4 August 1969 at [] indicated to the undersigned that any reduction at this time will seriously compromise the mission, the integrity of the Life Support equipment, and flying safety.

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2. Headquarters' Manpower Survey for FY 1970 ordered reduction of [] personnel from total of [] has not yet been effected, but is to be accomplished shortly.

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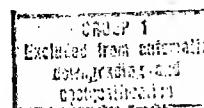
This reduction coupled with the suggested reduction in technical representatives from [] will leave a total of [] in the PE Section, including the Supervisor [].

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[] This is a reduction of []. This does not coincide with missions flown which were 523 in 1967, 632 in 1968, and 329 to date this Calendar Year with no definite reduction in missions so far agreed upon.

25X1

S E C R E T



S E C R E T

OSA-2287-69

Page 2

3. Support commitments furnished by Detachment G, in addition to the primary support of the U-2R, are often poorly defined and never identified in manpower surveys. Examples of such tasks include the support of LAC test pilots at Palmdale, the support of [redacted] and all its related Life Support equipment, support of Detachment H equipment, and SAC pilot support in checking out in new systems. Such commitments obviously are not identified with mission flying but are actively covered by these professional representatives at Detachment G.

25X1

4. In comparing the total number of personnel assigned to Life Support Areas at Beale AFB and at Davis Monthan AFB with Detachment G, one is immediately shocked by the small number of personnel at Detachment G available in support of not only mission pilots but staff pilots as well. If such a reduction as proposed takes place, it would appear that U-3 and T-33 support should be moved to Edwards main base to help in reducing the workload.

5. During the week of 4 August 1969 at [redacted] it was suggested to the undersigned that support of Detachment H, with respect to Life Support equipment, need not necessarily come from [redacted]. It should be obvious that no other available pool exists from which to draw personnel or the related equipment except Detachment G. There are few Personal Equipment Specialists in the entire military complement that are even familiar with the U-2R Life Support equipment and no specialists are available at this time with proper clearances except those at Detachment G. To this date no Headquarters' action has relieved [redacted] of support of Detachment H which has generally required frequent TDY's of PE personnel due to fact that Section consists only of [redacted] technical representatives.

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6. Within the past three (3) months, the most Junior of the David Clark representatives has moved his family from the East to Detachment G, after assurance that no move or reduction of personnel was contemplated in the foreseeable future. (Reference Message #1231 from Detachment G, dated 10 July 1969.) While this may be, admittedly, a small matter, it would appear that some consideration should be given to such personal commitments.

S E C R E T

S E C R E T

OSA-2287-69

Page 3

7. The Aero Medical Staff strongly recommends, in the interest of flying safety, that no action be taken to reduce the number of Technical Representatives at [redacted] until definite action has been taken to reduce the total number of pilots, missions flown, number of hours, etc. At the completion of such action, the Personal Equipment Section personnel situation should be re-evaluated.

25X1

[redacted] OSA, stated in his Manpower Survey earlier this year that in his opinion there should be one Blue suiter per pilot. At this time, without any definite reduction in pilots, there are a total of [redacted]

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8. Attachment # 1 is included as the most recent manpower study covering Calendar Year 1968.

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[redacted]
AMS/OSA

Attachments
As stated above

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COORDINATION/CONCURRENCE

C/AMS/OSA

11 Aug 69
Date

C/CMD/OSA

Date

C/B&F/OSA

Date

S E C R E T

S E C R E T

OSA-2287-69
Page 4

COORDINATION/CONCURRENCE

Compt/OSA Date

D/M/OSA Date

D/O/OSA Date

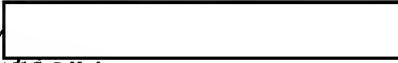
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S E C R E T

OSA-2287-69
Page 5

25X1

AMS/OSA/



11 Aug 69

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